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SECURITY INFORMATION

Approved For Release 2001/09/04 : CIA-RDP83-00423R000800200003-8

PORT QUESTIONNAIRE

OPNAV FORM 3820-21 (5/53)

20860

NAME OF PORT STETTIN LAT. 53° 23' N LONG. 14° 32' E
NAME OF VESSEL FACTO NATIONALITY NORWAY
LENGTH OF VESSEL 250' approx. GREATEST DRAFT WHILE IN PORT _____
NAME OF MASTER EINAR KRISTIANSEN DATE OF OBSERVATION FEBRUARY, 1953
SAILING DIRECTIONS USED IN ENTERING PORT: N.R.
VOLUME, NAME AND NO. _____ PUBLISHER _____ DATE _____
DATE OF MOST RECENT CORRECTION _____ PUBLISHER _____
CHART USED: NAME _____ NO. _____
PUBLISHER _____ DATE LATEST CORRECTION _____

INSTRUCTIONS: INDICATE ANSWERS BY CHECK MARKS OR BRIEF PHRASES. PRESENT ONLY INFORMATION BASED ON YOUR OWN EXPERIENCE.

**ONI DECLASSIFICATION/RELEASE
INSTRUCTIONS ON FILE**

1. PILOTAGE

A. ARE PILOTS AVAILABLE? YES X NO _____

B. WILL PILOTS TAKE VESSELS IN AT NIGHT? YES X NO _____

C. WAS PILOTAGE COMPULSORY FOR YOUR VESSEL?

AT ALL TIMES X IN BAD WEATHER _____ AT NIGHT _____

D. IS PILOTAGE DESIRABLE THOUGH NOT COMPULSORY? ~~YES~~ NO

UNDER WHAT CONDITIONS? _____

E. WHERE DO PILOTS BOARD VESSEL?

LOCATION SWINEMUNDE BEARINGS _____

F. DESCRIPTION OF PILOT BOAT N.R.

G. SIGNALS SHOWN BY PILOT BOAT N.R.

H. COULD PILOT CONVERSE IN ENGLISH? YES X NO _____

OTHER LANGUAGE SPOKEN BY PILOT POLISH

2. FORMALITIES

A. IS THIS A "FIRST PORT OF ENTRY" FOR OVERSEAS VESSELS? YES _____ NO X

B. WHERE DO CUSTOMS, HEALTH AND OTHER OFFICERS BOARD INCOMING VESSEL?

LOCATION After mooring in city BEARINGS _____

3. CRITICAL AREAS IN HARBOR OR ENTRANCE

A. NATURE OF CRITICAL FEATURES SUCH AS LEAST DEPTH ENCOUNTERED IN REACHING BERTH, CROOKED CHANNEL (IN TERMS OF MAXIMUM LENGTH OF SHIP OR RADIUS OF TURN) STETTIN is 35 miles up the Oder River from the Baltic, through a winding river and across a 12 mile lake.

B. LOCATIONS OF CRITICAL FEATURES _____

BEARINGS _____

C. NAVIGATIONAL AIDS ASSOCIATED WITH THESE FEATURES _____

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4. BRIDGES

A. DID YOUR VESSEL PASS UNDER A BRIDGE OR BRIDGES IN REACHING BERTH?

YES _____ NO X HOW MANY? Appeared to be 4 in STETTIN further downstream

B. DESCRIPTION OF BRIDGE:

C. NAME

LOCATION

BEARINGS

TYPE OF SPAN OVER CHANNEL: DRAW OR FIXED Swing type, but appeared inoperative

WIDTH OF CHANNEL UNDER BRIDGE Unknown FT.

CLEARANCE UNDER SPAN 9 FT. AT _____ (PLANE OF REFERENCE)

NAVIGATIONAL AIDS FOR BRIDGE Channel 26 1/2 feet deep; dredging operations underway

NOTE: IF YOUR VESSEL PASSED UNDER MORE THAN ONE BRIDGE, RECORD INFORMATION AS ABOVE FOR OTHER BRIDGES AT END OF THIS FORM.

5. OVERHEAD CABLES

A. DID YOUR VESSEL PASS UNDER AN OVERHEAD CABLE? YES _____ NO X TYPE _____

B. CLEARANCE UNDER CABLE _____ FT. AT _____ (PLANE OF REFERENCE)

6. TUGS

A. WERE TUGS USED TO ASSIST YOUR VESSEL IN ENTERING PORT? YES X NO _____
(2)

B. FOR BERTHING ~~OR SHIFTING~~ YOUR VESSEL? YES X NO _____

C. POWER OF TUGS: KNOWN Unknown ESTIMATED _____

D. DID YOU SEE TUGS ASSISTING OTHER VESSELS:

IN ENTERING PORT? YES X NO _____ IN BERTHING OR SHIFTING POSITION? YES _____ NO _____

KIND OF VESSEL ASSISTED BY TUG(S) All types (CARGO CARRIER, TANKER, OTHER)

LENGTH OF VESSEL _____ FT.

7. ANCHORAGE Encountered heavy snowstorn crossing lake halfway up Oder River to STETTIN: anchored in 17 ft. water just outside channel near first channel lights

A. DID YOUR VESSEL ANCHOR? YES X NO _____ — see Encl. (1)

B. WHERE DID YOUR VESSEL ANCHOR? see Encl. (1) BEARINGS Unknown

C. DEPTHS 17 feet

D. HOLDING GROUND: GOOD X FAIR _____ POOR _____

E. HOLDING GROUND MATERIAL N.R.

F. BEST ANCHORAGES: LOCATION N.R. BEARINGS _____

G. RELIABILITY OF ANCHORAGE BEARINGS IN SAILING DIRECTIONS:

GOOD _____ FAIR _____ POOR _____

H. FEATURES OF SHELTER NOT SHOWN ON CHART OR MENTIONED IN SAILING DIRECTIONS _____

B. MOORINGS

A. DID YOUR SHIP USE MOORINGS? YES _____ NO *

* Tied up alongside quay 8 days on first trip because heavy snows delayed rail
-2- shipments of coal to docks; tied up along-
side quay 1 day on second trip.

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- B. ~~MANNER OF MOORING~~ Location of largest coaling docks:
- C. ~~LOCATION OF BERTH~~ 14° 36' E., 53° 24' N., approx.
- D. BEARINGS OF BERTH _____
- E. LENGTH OF BERTH _____ DEPTH _____
- F. MAXIMUM CAPACITY OF BUOYS OR DOLPHINS IN TERMS OF SIZE OF VESSEL _____

9. LIGHTERAGE

- A. ARE LIGHTERS AVAILABLE IN PORT? YES X NO _____ Russians lighter coal out.
- B. DID YOUR SHIP USE LIGHTERS? YES _____ NO X
- C. TYPE AND CAPACITY OF LIGHTERS Saw very large lighters being used by Russians
- D. ~~NUMBER FOR YOUR VESSEL~~ transporting coal from STETTIN
- E. CONDITION OF LIGHTERS: GOOD _____ FAIR _____ POOR _____
- F. QUALITY OF SERVICE: GOOD _____ FAIR _____ POOR _____
- G. UNDERSIRABLE FEATURES OF SERVICE _____

10. WET BASINS

- A. DOES THE PORT HAVE A WET BASIN? YES _____ NO X
- B. NAME _____ LOCATION _____
- C. OPEN FROM _____ HR. _____ MIN. BEFORE HIGH TIDE TO
_____ HR. _____ MIN. AFTER HIGH TIDE.
- D. PLANE OF REFERENCE FOR DEPTHS _____

11. BERTHING AND TURNING

- A. LOCATION OF TURNING AREAS Several, and at coal docks
- B. DID YOU HAVE UNUSUAL SHIPHANDLING DIFFICULTIES IN BERTHING OR TURNING? YES _____ NO X
- C. UNFAVORABLE WINDS OR CURRENTS _____
- D. OTHER DIFFICULTIES _____

12. UTILITIES

- A. DRINKING WATER
- QUALITY: POTABLE X REQUIRES _____ (TREATMENT
- SUPPLY: ABUNDANT X GENERALLY ADEQUATE _____ LIMITED _____ (Did not use;
METHOD OF DELIVERY: BY PIPE _____ BY LIGHTER _____ had own supply.)
- RATE OF DELIVERY _____ GALLONS PER HR. SIZE OF CONNECTION _____
- B. BOILER WATER
- QUALITY: GOOD _____ FAIR _____ POOR _____ HARD _____ SALINE _____
- SUPPLY: ABUNDANT _____ GENRALLY ADEQUATE _____ LIMITED _____

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METHOD OF DELIVERY: BY PIPE _____ BY LIGHTER _____

RATE OF DELIVERY _____ GALLONS PER HR. SIZE OF CONNECTION _____

C. ELECTRICITY: AC _____ DC _____ VOLTAGE _____ IFAC: _____ CYCLES _____ PHASE _____

D. STEAM

AVAILABLE AT YOUR BERTH? YES _____ NO _____

13. FUEL

A. FUEL OIL

SUPPLY: ~~ABUNDANT~~ NONE _____ GENERALLY ADEQUATE _____ LIMITED _____

METHOD OF DELIVERY: ~~BY PIPE~~ NONE _____ BY LIGHTER _____

RATE OF DELIVERY _____ GALLONS PER HR. SIZE OF CONNECTION _____

B. DIESEL OIL

SUPPLY: ABUNDANT _____ GENERALLY ADEQUATE _____ LIMITED _____

METHOD OF DELIVERY: BY PIPE _____ BY LIGHTER _____

RATE OF DELIVERY _____ GALLONS PER HR. SIZE OF CONNECTION _____

C. BUNKER COAL

SUPPLY: ABUNDANT X _____ GENERALLY ADEQUATE X _____ LIMITED _____

14. SUPPLIES

A. ENGINEERING SUPPLIES AVAILABLE? YES X NO _____
ADEQUATE FOR ORDINARY NEEDS? YES X NO _____

B. DECK SUPPLIES AVAILABLE? YES X NO _____
ADEQUATE FOR ORDINARY NEEDS? YES X NO _____

C. PROVISIONS AVAILABLE? YES X NO _____
ADEQUATE FOR ORDINARY NEEDS? YES X NO _____

TYPE OF PROVISIONS Abundance of American cigarettes, candy, and tinned goods,
particularly "Campbells" - Recognized label.

QUALITY OF PROVISIONS _____

15. COMMUNICATIONS

A. TELEGRAPH YES X NO _____

B. TELEPHONE YES X NO _____

16. CLEARANCE FACILITIES

A. RAILROAD on quays, many leading to docks

TRACKS	LOCATION ON TRACKS		
	ON APRON	REAR OF SHEDS	OTHER
NUMBER..... <u>Unknown</u>			
GAGE.....			
FLUSH OR OPEN.....			
LENGTH.....			
DISTANCE, WHARF EDGE TO CLOSEST TRACK.....		XXXXXXXXXX	XXXXXX
MAIN INLAND RR CONNECTION.....			

B. ROAD

TRUCK ACCESS: ONTO WHARF? Yes ; ONTO APRON? Yes ; INTO SHED Yes

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Excellent rail conditions. Trucks and truck roads appeared scarce.

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WHAT MAIN INLAND POINTS ARE ACCESSIBLE BY ROAD? Unknown

17. LANDMARKS

CORRECTIONS FOR SAILING DIRECTIONS _____

18. NAVIGATION AIDS

CORRECTIONS FOR SAILING DIRECTIONS AND CHARTS _____

19. GENERAL PORT CONDITIONS

IMPROVEMENTS, DAMAGE OR DETERIORATION NOTED only in coal docks

20. REPAIRS

A. WAS YOUR SHIP REPAIRED IN THIS PORT? YES _____ NO X

CHARACTER OF REPAIRS _____

B. QUALITY OF WORK: SATISFACTORY _____ UNSATISFACTORY _____

C. DID YOU OBSERVE OTHER SHIPS UNDERGOING REPAIRS? YES _____ NO X

CHARACTER OF REPAIRS Danish ship broke propeller in ice in February, 1953. Had to be towed back to Denmark because of absence of facilities.

D. ESTIMATE OF GENERAL REPAIR CAPABILITIES, SUCH AS COMPLETE OVERHAUL, OR EMERGENCY Poor

21. SEA, WEATHER AND ICE

HAZARDS, DIFFICULTIES OR DELAYS EXPERIENCED IN SHIPHANLING, CARGO TRANSFER, OR LIGHTER OPERATIONS

DUE TO ADVERSE SEA WEATHER, OR ICE CONDITIONS Delayed 8 days in February, 1953, because of heavy snows. Trains could not get through with coal

22. REMARKS

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23.

WHARF	BERTH USED	BERTH AHEAD (OR OTHER)	BERTH ASTERN (OR OTHER)
A. WHARF NAME			
B. LOCATION			
C. SIDE			
D. TYPE			
E. CONSTRUCTION			
F. LENGTH			
G. DEPTH ALONGSIDE (RE. CHART DATUM)			
H. HEIGHT OF DECK (RE. CHART DATUM)			
I. APRON WIDTH			
J. CRANES TYPE NO. OF THIS TYPE KIND OF POWER MAX. LIFT MAX. RADIUS MAX. HOIST TYPE NO. OF THIS TYPE KIND OF POWER LIFT RADIUS HOIST OTHER CRANES			
K. OTHER CARGO HANDLING EQUIPMENT (SPECIFY)			
L. STEVEDORES AVAILABILITY: (DAY, DAY & NIGHT) SIZE GANGS EFFICIENCY			
M. TRANSFER SHEDS FLOOR AREA STACKING HEIGHT FLOOR AREA STACKING HEIGHT			

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24. MEDICAL FACILITIES

DID YOUR CREW OR PASSENGERS USE MEDICAL FACILITIES ASHORE? YES X ~~no~~ (see below)*

IF YES, COMMENT ON EXTENT AND QUALITY OF FACILITIES. _____

25. HEALTH AND SANITATION

A. WHAT CONTAGIOUS DISEASES WERE PREVALENT IN PORT? _____

B. HOW WAS GARBAGE HANDLED WHILE IN PORT? _____

C. IS RAW SEWAGE DUMPED INTO HARBOR? YES _____ NO _____

COMMENT

D. BRIEFLY COMMENT ON HEALTH AND SANITATION CONDITIONS IN TOWN. _____

* Third Mate broke foot. Had to arrange with police to get doctor. Man was removed to hospital and returned to ship at 2:00 a.m. the next morning. Hospital did nothing for man -- no X-ray or treatment.

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26. BERTH DIAGRAM

IF PRACTICABLE, DRAW A ROUGH SKETCH OF THE BERTH OR WHARF USED BY YOUR VESSEL. ATTACH ANY USEFUL PHOTOS OR PUBLICATIONS OR PORT FACILITIES.

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